

Avenue of the Giants



Four Bridges Project

FACT SHEET

What Is Being Planned?

Caltrans has recently started a study to upgrade railings and widen bridge decks on Route 254 in Humboldt County. The project includes the following four bridge locations:

- Ohman Creek Bridge #4-7, PM 0.88
- Elk Creek Bridge #4-8, PM 10.43
- Bridge Creek Bridge #4-9, PM 10.80
- Bear Creek Bridge #4-12, PM 43.02

The proposed project would provide a minimum shoulder width of 4-feet on each bridge to accommodate non-motorized traffic and see-through railing.

Where is This Project?

Route 254 is a 32-mile long segment of old Highway 101 and is designated as the “Avenue of the Giants”. It is a scenic alternative to Route 101 that runs parallel to the Eel River through the Humboldt Redwoods State Park.

Why Are We Studying These Bridges?

Route 254 experiences seasonally heavy recreational traffic as well as seasonally heavy non-motorized traffic in and near the communities of Phillipsville, Miranda, Myers Flat, Weott, and Redcrest. The four bridges included in this project were all built more than 50 years ago. Three of the bridges have timber railing which does not meet current standards. Existing bridge decks do not provide sufficient width for bicycles or pedestrians. The proposed railing upgrade and deck widening will provide a minimum of 4-feet shoulders on each bridge as well as a see-through type bike railing to accommodate non-motorized traffic.



(cont'd on back)

What is Being Studied?

The following alternatives are under consideration in this project:

Build Alternatives

- **Alternative 1** – upgrade bridge railings and widen bridge decks to provide a minimum shoulder width of 4-feet on the Ohman Creek, Elk Creek, Bridge Creek, and Bear Creek bridges. These bridges would remain open to one-way traffic during construction.
- **Alternative 2** – upgrade bridge railings and widen bridge decks to provide a minimum shoulder width of 4-feet on the Ohman Creek, Elk Creek, and Bear Creek bridges and completely replace the Bridge Creek Bridge. Studies have indicated that the bridge at Bridge Creek is potentially structurally deficient in its current condition and widening the deck may require extensive repair of the bridge. Additionally, the locations of the existing piers at Bridge Creek are restricting natural flow on the upstream side of the bridge. The replacement of the Bridge Creek Bridge includes plans for a road closure and detour during construction.

No Build Alternative

The no build alternative proposes to maintain the existing conditions without any improvements.

Comments

We encourage you to review the project and provide comments. Written comments may be mailed to Caltrans, Attn: Sandra E. Rosas, Office of Environmental Management M-2, 703 B Street, Marysville, CA 95901 or e-mailed to sandra_rosas@dot.ca.gov. The deadline for comments is **March 21, 2011**.



OHMAN CREEK



ELK CREEK



BRIDGE CREEK



BEAR CREEK